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PLUMB PLANNERS PERSISTENT

Nearly every move of high officials of the organizations of railroad employees seems to be directed to ultimate federal ownership of roads and their control by the employees under the Plumb plan.

This attitude is probably not prompted by any conscious personal ambition. Naturally the officials of the railroad labor organizations feel that they are better qualified to run the roads than are the men who have worked their way up to their present offices. Naturally too they think the management would be better controlled by the employees rather than by the men and women who have invested their savings in railroad stocks. It is not surprising that the higher employees of a concern think they could run the business better than the owner does. Regardless of the fact that the report is impelled by self-interest to promote economy and efficiency wherever possible. In one sense, this attitude is not to the discredit of the employees; for self-confidence stimulates effort.

But the fact remains, and it is readily apparent to the thinking citizen having no direct interest in the management of the railroads that the present system of ownership and operation is best. In the past few years we have had thousands of demonstrations that government ownership or operation leads to extravagance and waste. If the labor union leaders should succeed in their effort to secure the adoption of the Plumb plan, and the government should issue some \$20,000,000,000 of bonds to buy the roads, the first expenditure for purchase of the properties would be followed by demands from every section of the country for appropriations or bond issues for the improvement of the property and the building of new lines. The extent and location of the improvements would be determined by the government.

CONGRESS TO COME INTO ITS OWN

Mr. Harding's speech to the United States senate on December 6 was an assurance to congress and to the people that the election to the presidency of one who had served in the national legislature was a wise proceeding. declares the Republican Publicity association, through its president, Hon. Jonathan Bourne, Jr. "The keynote of the president-designate's short address is to be found in his declaration:

"When my responsibilities begin in the executive capacity, I shall be as mindful of the senate's responsibilities as I have been jealous of them as a member, but I mean at the same time to be just as insistent about the responsibilities of the executive. Our governmental good fortune does not lie in our surrender at either end of the avenue, but in the co-ordination and co-operation which becomes the two in a great and truly representative popular government."

"No intimation of a 'senate oligarchy' is to be found in such a clear-cut statement, while, on the other hand, the address breathes the determination to do away with the dictatorship under which this country for eight years has been laboring. I like the freedom, the association, the patriotic sense of responsibility which abides here, asserted the speaker. I am conscious of the great place which congress holds under our constitution and particularly sensible in the obligations of the senate, and he followed this with the expression of the wish of a colleague for the confidence and co-operation of the members of this body in the four years which begin next March 4.

"Something of a similar attitude of mind was indicated by the Democratic party when in its platform of 1912 in which the present chief executive was elected it was declared:

"We believe in the preservation and maintenance in their full strength and integrity of the

It is said that Secretary Daniels will recommend the construction of the largest navy in the world on the ground that the failure of the United States to enter the league of nations makes this necessary. Isn't it about time for the ancient manner of bludgeoning to cease pulling that rather resilient campaign stuff?

largely a matter of pork barrel legislation or of administration. The waste in expenditures by the government as owner of the railroads would be even less than the waste in operation. As everybody knows, government operation of the railroads during the war resulted in enormous increases in the number of employees, increases out of proportion to the traffic handled. With the employees in practically full control of the management, the tendency would be constantly to reduce the hours of employment, increase the number of employees, advance wages and require less efficiency through diminished discipline. Managers selected by the employees would view every problem from the standpoint of the employee, thus making the railroad worker a subject of special favor and further unbalancing the labor situation.

It may be readily admitted that there are evils in private ownership and operation of the railroads. There are evils in every business or activity subject to the limitation of human power. But after observing the management of affairs in various branches of the government service during the present socialist administration, there will be few who will deny that the evils of government ownership and operation far transcend those of private management.

We hear little lately of the Plumb plan. The advocates of that communistic scheme have observed the overwhelmingly popular disapproval of the plan, so they have dropped the use of the name. But they are none the less active, and by induction are striving to create a situation which they hope will lead to the accomplishment of their desire: government purchase of the roads with subsequent operation by a commission over which the employees will have control. Discontinuation of the use of the name does not indicate discontinuance of the movement.

three co-ordinate branches of the federal government—the executive, the legislative, and the judicial—each keeping within its own bounds and not encroaching upon the just powers of either of the others."

"But within a very short time after his inauguration Mr. Wilson had reduced the Democratic congress to such pitiful subservience that it has been rightly named a 'rubber stamp congress,' and whatever his majority might say of him in the cloakrooms they jumped at the crack of his lash. The consequences of his despotism were visited upon the nation. Ours became a one-man government. There was little congressional co-operation with the executive, but much sullen assent to his commands, a great deal of shifting of responsibility to his shoulder, which meant laws miserably framed or accepted as worded by an administration whose acquaintance with the nation's needs was derived from books or lacking altogether. Hence the legislative mess in which the country finds itself today.

"Nor did Mr. Harding neglect the opposition. I am sure that the necessity of wise solution will inspire us to work together, to take common counsel, to be tolerant of one another and give the best which is in all of us to attain the ends which become our republic at home, and will maintain its high place among the nations of the earth." Admitting that there could not always be agreement, he hoped to find common ground in the spirit of service, or as Tennyson puts it: "But for some true result of good, all parties work together."

The president-designate's remarks were an earnest plea for better understanding between the two branches of government. It is safe to predict that Mr. Harding's administration will go far toward vindicating the belief that men trained in the national legislature are best equipped for the responsibilities of chief executive."

Speaking of the self-determination of peoples, the determination of France and England to select a Greek king without reference to the wishes of the Greeks is worthy of honorable mention.

Bonanza classified ads bring results. Let us prove it.

PALESTINE HAS GREAT RESOURCES

(By Associated Press)
 NEW YORK, Dec. 15. The natural resources of Palestine are greater than those of southern California and are able to support decently about 4,000,000 people. Harry Thomas Cory, former director-general of foreign relief for the American Red Cross, declared in a report to the Zionist Organization of America made public here.

Mr. Cory, a California engineer, went to Palestine recently at the invitation of Justice Brandeis, honorary president of the International and American Zionist organization. He had just investigated the Nile river irrigation projects in Egypt. Mr. Cory said his findings after a short survey of the Holy Land were in complete accord with those of Sir William Willcox, head of the Nile projects commission of the Egyptian government, and Professor R. H. Forbes, of the University of Nebraska, and an American student of desert irrigation.

"The future of Palestine is entirely dependent upon the human element. In that regard I was greatly surprised and impressed by the fact that probably the Zionists will be able to secure very quickly ownership of over half the land in that country. Further, the land which can be secured is apparently typical of the region as a whole."

"The one outstanding element in the human phase of the situation is the extraordinary morale which I found among the Zionists of all grades in Palestine. I was impressed with the exuberant spirit of enthusiasm and sacrifice for a cause."

SUICIDE RATE IS DECREASING

(By Associated Press)
 NEW YORK, Dec. 15. The suicide rate in the United States reached the lowest ebb in 1919, with a percentage of 14.2, according to figures compiled by Frederick L. Hoffman, statistician, embracing the period from 1900 to 1920. During 1919 there were 3815 cases of suicide reported against 4569 in 1918, which showed the highest rate of death by self-destruction.

Mr. Hoffman stated in his report that it was hard to assign a causative factor of the suicide phenomenon, but that in periods of economic depression a higher rate is noted. During the era of prosperity there is a notable diminution, he said. The most sinister aspect revealed by an analysis of suicide is the increasing number of murderers who take their own lives following the commission of homicide. Mr. Hoffman declared.

The rate of suicides, by geographical divisions, as compiled by Mr. Hoffman, shows the Pacific coast states the highest, and the southern states the lowest in the record compiled for 1919.

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COULDN'T STAY OFF THE DESERT

Joshie Daniels, the mid-time cow-puncher and bullwhacker of Smoky valley, thought he wanted to shake the sands of the desert from his togs and put in a winter in the more settled parts. He wanted to try living among "all the modern conveniences," and, accordingly, as soon as he had voted, he took the train for Idaho to pay a visit to his married son. The rules and restrictions proved too much for a man who is accustomed to having half of outdoors for a front yard and the other half for a back yard, and after the pleasure of seeing the young folks began to wear off, found himself feeling crowded, much like a range horse must feel when tied up in a stall, and so, standing it as long as he could, he broke for the open range, arriving in Austin last week.

His short visit away from the sagebrush and coyotes did him good, and he came home feeling fine and all dolled up. After two or three days of handshaking with his Austin friends he returned to his home in Smoky.

In earlier times Jess was somewhat of a dresser, wearing a stove-pipe hat on all occasions, even when piloting five or six yokes of cattle and a string of wagons up and down the valley. It is said of him that he was the dandy of all bullwhackers, and that he had the most beautiful and extensive vocabulary of endearing terms to apply to work cattle of any man on the camino, and an irresistible way of coaxing them to pull when his wagons got stuck in the mud. Revell.

CHICAGO SUBWAY UNIQUE SYSTEM

(By Associated Press)
 CHICAGO, Dec. 15. Forty feet underground Chicago has one of the most unique subway systems in the world. Devoted entirely to the hauling of freight, it keeps the congested loop district comparatively free of heavy traffic vehicles. Officials of the tunnel company estimate more than 6000 trucks would have to pass through loop streets to duplicate the work done by the subway.

Over 62 miles of narrow-gauge track, 132 electric locomotives and 3000 freight cars hauled 6,000,000 tons of merchandise and 230,000 tons of coal last year.

Scores of downtown office buildings and stores receive their freight direct from the railroad depots via the subway. Their coal comes by the same route, and at night the ashes are hauled away through the underground tunnels, to be dumped on the lake front, where acres of land are reclaimed yearly. The ground on which the great new Field museum, at the south end of Grant park, is built, was a few years ago a part of the lake. The tunnel company filled it in with ashes.

Proof of Labor blanks at The Bonanza office.

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FORMAN & McKNIGHT
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Cooke, French & Stoddard

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 LAWYER

505 State Bank and Trust Bldg.
 TONOPAH NEVADA

A. H. ELFTMAN

Consulting Geologist and
 Mining Engineer

406-407 State Bank Building
 TONOPAH, NEVADA
 Phones: Office, 3122; Res. 284.

J. G. THOMPSON
 I. G. THOMPSON

ATTORNEYS AT LAW

202-3 State Bank Building
 TONOPAH NEVADA

W. R. GIBSON

LAWYER

Room 414 State Bank Building
 Phones—Office 622; Residence 623

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